GEOGRAPHIC NEWS BULLETINS

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Contents for Week of April 11, 1927. Vol. VI. No. 7.

1. Seville, at Home to the Americas, 1928.
2. What An Amazon Tropical Forest Looks Like from a Hydroplane.
3. Antwerp Seeks To Improve Its Good Fortune.
4. Taxis and Subway Scrap Rome's "Sea-going Hacks."
5. Wellington Again Plays Hostess for New Zealand.

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WASH DAY ON A BELGIAN CANAL BARGE

(See Bulletin No. 3)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Seville, at Home to the Americas, 1928

SEVILLE, Spain, will be the scene of the Ibero-American Exposition in 1928. Participation by the United States has been approved. When the Exposition has been concluded the central building erected by the United States will be used permanently as a United States consulate.

It is appropriate that an exposition in which Spain and America join hands be held at Seville, for that Spanish city might well be called the foster mother of the Americas.

Seville was one of the favorite home cities of Ferdinand and Isabella. There Columbus discussed with them his epoch-making voyage to the West. When he sailed it was from Palos, a few miles from the mouth of the Guadalquivir on the lower reaches of which Seville lies. On later voyages he sailed from or returned to San Lucar, an outlying port of Seville, where the Guadalquivir meets the sea.

Monarchs Gave Seville Monopoly of Trade with New World

As soon as the exploration of the New World began in earnest it was Seville that played the major rôle. There most of the expeditions were arranged, sailing either from the river port itself or from San Lucar. The Spanish sovereigns gave Seville a monopoly of New World trade, and into this city poured the treasure that the galleons brought across the sea, and from it flowed the products of the homeland. It became the richest port in Spain and remained so for about two centuries. Then, due to the silting of the Guadalquivir, Cadiz surpassed it.

To most readers of history and geography, one of the fascinating features of Spain is its mixture of Castilian and Moorish factors. Nowhere are the results of this union of the two diverse civilizations seen to better advantage to-day than in Seville, the metropolis of the South, "The Pearl of Andalusia." Although Granada's Alhambra probably outshines Seville's Alcazar, there is, at most, only a minor gulf of architectural excellence and beauty between these two great masterpieces of the Moorish palace builders. In other architectural features Seville is fairly saturated in a Moorish atmosphere. The Moorish patio reaches its greatest development in Seville. There is hardly a dwelling of any consequence not provided with its open courtyard. Moorish windows and doors, Moorish pillars, and the bright, colorful tilework in which Moorish artisans excelled appear on every side.

Not Seville, but "Sevilla" to Spaniards

Under the Moors Seville was a sort of Utopia of luxury. Beautiful palaces sprang up, the streets were paved and lighted, dwellings were artificially heated in winter, and the wealthier residents cooled their houses in summer with air piped from flower gardens that it might be scented as well. Libraries of the city drew scholars from all Europe, chemists worked in its halls of learning, and from the tall Giralda tower astronomers of ability studied the stars. Music, art and literature flourished.

No wonder a city with such traditions produced in later years the artists Velasquez and Murillo and the writer Cervantes. No wonder it harbored such adventurous travelers as Columbus, Magellan and the Pizarros.

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THE HYDROPLANE REVEALS AN INDIAN HUT CONCEALED IN THE DENSE JUNGLE OF THE AMAZON VALLEY TROPICAL FORESTS

This photograph is characteristic of many other hidden Indian malocas (huts) in the warring country of the upper Parima. Note that the hut, holding probably 30 men, women, and children, is located several hundred yards from the river, and that no canoes or other evidences of life are visible at the bank. Close by is seen a small stream, which appears, from canoes paddled by passing Indians of other tribes, just like any other small stream on the river. Up it, probably around the first bend, are likely to be found the dugout canoes of the tribe whose hut is seen so plainly from the hydroplane. The trail from the hut leads, therefore, not to the river directly, but to the place where canoes are tied (see Bulletin No. 2).

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What an Amazon Tropical Forest Looks Like from a Hydroplane

COMMANDER FRANCESCO DE PINEDO, the Italian flyer, whose tour in the United States is now in progress, recently piloted his plane over a hazardous, uncharted route through the center of the South American continent.

Pinedo flew up the Parana and Paraguay rivers past Asuncion, capital of Paraguay, to Corumba, the last important outpost of civilization. Then he boldly steered north and west over dense tropical swamps and matted tropical jungles. He traced through western Brazil the upper reaches of the Paraguay and crossed the low divide into the valley of the Amazon.

Details of what a tropical jungle looked like to Commander Pinedo from the air are contained in a communication to the National Geographic Society from Captain Albert W. Stevens, who flew up the Negro and Branco tributaries of the Amazon.

Plane Permits Escape from Hot, Humid Atmosphere

"About 6:30 one morning we took off from Boa Esperanca for a flight over the wildest country we had yet encountered," writes Captain Stevens. "The jungle forced itself upon our consciousness now more than ever before, because there was no safe water below.

"Those who have only a ground's-eye conception of a tropical forest think only of a high canopy of trees from whose branches hang vines and moss which spread their greedy fingers downward. Beneath this they conjure a picture of dense underbrush shrouded throughout the day in green twilight.

"We were privileged to view the jungle from the air, and so escaped from the moist, heavy atmosphere at the surface into a temperate region at an altitude of 5,000 feet.

"Below us a sea of green billowed away over the low hills to a slender blue-black shore of mountains far to the west. From our elevation the palms scattered through the forest below looked like hundreds of starfish at the bottom of an ocean, their lighter green focusing in strong contrast against the dark tones of the jungle.

A Sixteen Days' Journey in Thirty Minutes

"At first we could pick out creeks, streams and rivers, over a tremendous expanse of country, by the lines of thin, white vapor hanging a thousand feet or less above them. Three-quarters of an hour later this vapor was burned off by the hot sun; but while it lasted it enabled me to get the compass bearings of many watercourses and to note them on our sketch maps.

"From the head of Maraca Island the south channel of the Uraricoera River divides into many narrow streams studded with islets and thickly spotted with rocks, over which the water pours in foaming white masses. Then comes a series of three cataracts, having a total drop of 80 feet, known as the Purumane Falls. Our supply canoes, which came on later, required from eight to sixteen days to pass this 40-mile stretch, over which we flew in thirty minutes!

"On and on we went, to the headwaters of the Parima and beyond. We rose to the watershed of the range, where the serrated mountains divide the waters, sending some to the sea by way of the Orinoco and the rest down the Amazon.

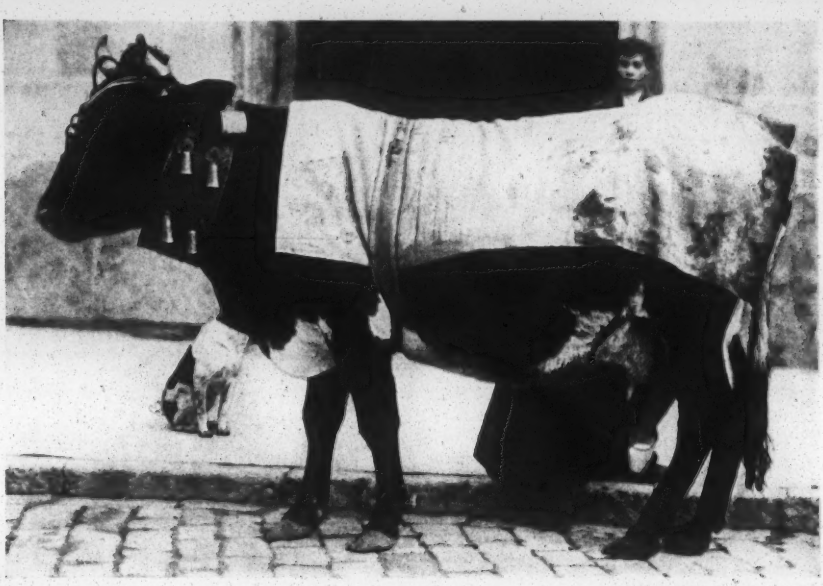
UMI

Seville—or properly, "Sevilla," for the English language has taken liberties with the city's name—has returned to its rank of commercial importance in southern Spain. To-day it is a flourishing port as well as a great city. Its population totals about 210,000, making it Spain's fourth city. Madrid, Barcelona and Valencia surpass it in size, but the latter can count only a small margin of surplus. Seville lies 54 miles up the Guadalquivir River from the Gulf of Cadiz, well within tidewater. Thanks to modern dredging and channel straightening, ships of 4,000 tons reach its extensive quays.

The Art of Living in a Hot Climate

Seville's latitude is that of Richmond, Virginia, but its climate is semi-tropical. Palms flourish and roses and oranges bloom the year round. The winters, springs and autumns are delightful, but in summer the temperature is uncomfortably hot during much of the day. The summer sun does not bother the seasoned Sevillano overmuch, however. He has developed to perfection the art of living in such a climate. From shortly before midday until several hours later Seville takes its siesta, leaving the streets practically deserted. By five o'clock the city is alive again. From then on one may watch the ebb and flow of smart life in the narrow Calle de Sierpes (street of the Serpents), where clubs, cafés and the better shops are concentrated, or in the charmingly named Paseo de los Delicias (the Promenade of the Delights). Time lost in the siesta is fully made up; night life becomes early morning life in Seville, and a not unreasonable regular retiring hour is from 2 to 4 a. m.

The center of interest to a tourist in Seville, both physically and historically, is the beautiful and graceful Giralda, watch tower of the centuries. It is as famous in its way as the Campanile of Venice. Rising more than 300 feet, it tops everything in Seville.



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MILK ON THE HOOF IN SEVILLE

In the heat of summer the metropolis of Andalusia is known as the "frying pan of Europe," but its perfumes, sunshine, gaiety, and cool patios have made such an appeal to foreigners as to give rise to the saying, "God gives His favorites a house in Seville." The discovery of America gave Seville undreamt-of importance. Columbus, on his return from his first voyage, was given a formal reception here. The city was invested with the monopoly of the trans-Atlantic trade, was made the seat of the *Tribunal de las Indias*, and soon became the chief port of Spain.

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Antwerp Seeks to Improve Its Good Fortune

HOLLAND has before it for approval or disapproval a treaty with Belgium, which will affect importantly the waterway systems of this part of Europe. The future of Antwerp and Rotterdam may be at stake.

Belgium has asked permission to build a deep water canal from Antwerp directly to the Rhine, which enters the sea through Holland. At present Antwerp owes its commercial growth to its position as an ocean port for ships coming up the Scheldt River. Holland is reluctant to approve the new canal to the Rhine, fearing that Antwerp will gather more commerce to its wharves at the expense of Rotterdam. The Dutch port has been to the busy Rhine Valley what Marseille is to the Rhone Valley and New Orleans is to the Mississippi Valley.

Antwerp might be taken as a classic example of how physical, economic, governmental and religious developments—and plain luck—affect the growth and prosperity of cities. Its history is a sort of epic of the poor but honest little village that worked hard, attracted a fairy godmother, grew up into riches and power, was thrown into rags by an ogre and then "came back" all over again.

Antwerp Robbed Venice of Her Supremacy

An inconsequential inland village on a sluggish creek until before the 12th century, Antwerp suddenly was given, by a sea storm, a broad estuary with a deep tide. A ridge of sand dunes, washed away, turned a long, tortuous channel into a short, straight one. Through the years engineers constructed embankments, bettering the channels. But still the town remained relatively unimportant because of the competition of Bruges. Then Bruges' channel silted up, and Antwerp, twice the beneficiary of luck, came into its own.

In 1503 the first foreign factory was founded by the Portuguese. Others followed, and in a little over fifty years the town had a population of more than 100,000 and was one of the most prosperous commercial centers in the world, with a hundred vessels borne in on every tide. It soon snatched the mantle of old Venice as the world's banking center, while its daily quota of ships reached 500.

Europe, north of the Mediterranean countries, had never before possessed a city so prosperous and splendid as Antwerp. In the city, merchant princes made their millions of florins, thousands of handsome dwellings were built, churches and public buildings were erected, and some of the world's most notable works of art were wrought. The cathedral, with a great tower rising over 400 feet, is an example of the best Gothic architecture.

Right of Way to the Ocean Bought from Holland

One significant feature of Antwerp's rapid development in the sixteenth century was the fact that commercial liberalism, individualism and capitalism were somewhat more emphasized than in cities that had grown up before. The guild system was dying. Old Antwerp can be looked upon, therefore, as a kinsman to the commerce-built cities of our own day and our own economic system. Foreign merchants, because of liberal laws and customs, found little interference with their comings and goings and their various enterprises.

UMI

Here and there along the river banks, and occasionally deep in the forest, we saw the round maloccas of Indians. This was the first time we had ever seen Indian huts away from the watercourses; but this was warring country and it was probably necessary for the inhabitants to take extra precautions.

Indians Desert Hut Which Has Been Visited by Death

"Some of these maloccas appeared to be occupied and others deserted. Perhaps the owners had been frightened away or killed, or perhaps natural death had visited some member of the communal family. Amazon Indians of this region have a superstition that, when an important member of the tribe dies, the others must leave the malocca where the native expired. The tribe never uses the hut again. They clear a new place in the forest, erect a circlet of poles, weave basketry walls, and raise another thatched roof on center poles."

Bulletin No. 2, April 11, 1927.

For further reference see, "Exploring the Valley of the Amazon in a Hydroplane," by Captain Albert W. Stevens, National Geographic Magazine, pp. 353–420, April, 1926.

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INDIANS INSPECTING A HYDROPLANE ON A TRIBUTARY OF THE AMAZON

Land planes are used almost exclusively in the Mississippi Valley but in the Amazon Valley only hydroplanes are adaptable. The dense tropical forest covers nearly all the land area of this largest valley in the world, leaving no open places for an airplane to land. Commander Francesco de Pinedo had no difficulty coming through the center of the South American continent in his hydroplane. He made the trip in a week's time, while a visitor using the river routes would require months of arduous travel.

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Taxis and Subway Scrap Rome's "Sea-going Hacks"

DECISION of Fascist authorities to provide Rome with a subway throws into deeper tragic relief the decline of a traditional "method of transportation" in the City of the Caesars.

Rome's "sea-going" hacks are doomed by the mechanical age. The subway order comes on the heels of a city regulation which retires some of the horse-drawn public carriages. They will be replaced by taxicabs.

Few sojourners in Rome have escaped riding in these conveyances of a by-gone day. The tourist, often newly arrived from Paris, where taxis swarm in all the thoroughfares, is struck immediately by the few seen on the streets in Rome. The lack is all the more marked because the Italian-made taxis are excellent vehicles.

Vehicles, Horses, Drivers—All Are Old

At the station or at his hotel the visitor can obtain a taxicab with little delay, but sooner or later he will stand on a street corner vainly trying to find one unoccupied. Then he will convince himself that the open "Victoria" rolling sedately down the street will serve, and in he will climb.

No doubt there are new carriages doing public duty in Rome, drawn by energetic horses, but the casual visitor seldom encounters them. The carriages are of the kind called "sea-going hacks" before the coming of the gasoline age drove them from our streets. They are a memory of our capital's Pennsylvania Avenue and numerous other city main streets of the late nineties: a low step between curved fenders, a single low seat for passengers, a steep upward sweep in front to a high driver's seat. The combination usually met with in Rome consists of an old vehicle, drawn by a nag long past his prime, and guided by an ancient expert of the reins and whip.

In Rome a Cab Horse Knows Its Rights

One's first impression is surprisingly favorable. Rested by the stop to take the passenger aboard, the horse starts off at a smart trot. But this pace lasts for less than a hundred feet, then drops to a slow dejected walk. The cabby goes through the form of administering a few half-hearted whacks to his draft animal and then gives up. The routine is evidently well established. One gathers, roughly, that every self-respecting Roman carriage horse insists on walking three times as far as it has trotted before it feels equal to the strain of making another dash.

Naturally these easy-going equipages interfere with traffic, especially in the narrower and more crowded streets. They are seen at their worst in the gleaming, white, tile-lined traffic tunnel that dives under the grounds of the Quirinal Palace. Tram-car bells clang at them, taxi horns screech, and truck drivers curse; but if a "walking period" has arrived the horse walks while traffic piles up, and apparently nothing can be done about it. That is, nothing but the removal of this particular factor of Rome's transit system.

Bulletin No. 4, April 11, 1927.

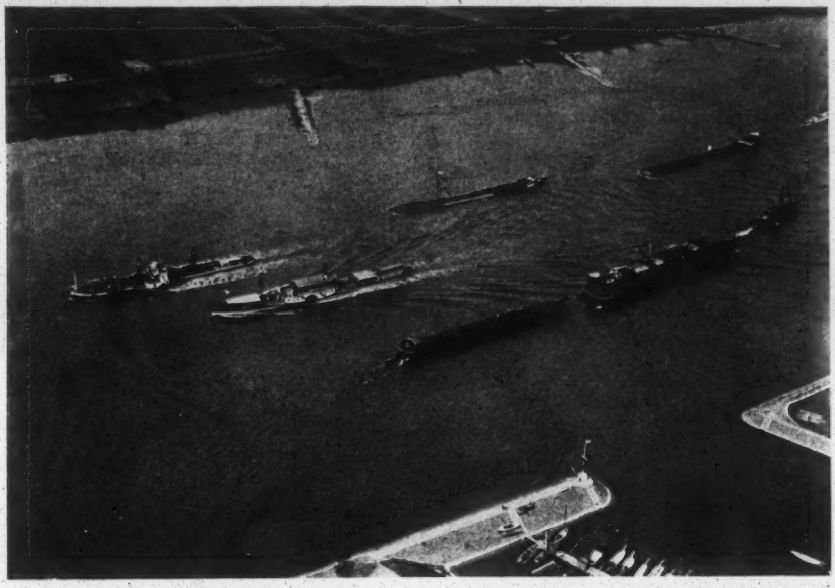
For further reference see, "The Splendor of Rome," by Florence Craig Albrecht, National Geographic Magazine, pp. 593-626, June, 1922.

Commercial liberalism led to religious liberalism. Then came the Spanish conquest, and Antwerp's power was soon shorn. Religious strife led to the separation of Holland from Belgium. The former retained control of the mouth of the Scheldt, Antwerp's channel, and kept the once powerful city from free access to the sea for two centuries. During this period of political and economic reverses Antwerp went into eclipse, while Amsterdam grew at its expense.

Antwerp took its first step toward recovery when Napoleon, gaining possession of it, planned to build it up and make it "a pistol directed at the heart of England." He accomplished little, but Antwerp advanced slowly under the Dutch after Waterloo. In 1830 came the revolution which created Belgium, and again Antwerp's situation improved. But the Dutch still controlled the mouth of the Scheldt and charged a toll on ships to Antwerp, which turned ships to Holland ports. This tax barrier alone, the Belgians felt, was holding Antwerp back from reaching its old high position. Finally, in a transaction that deserves to rank with the purchase of the right-of-way for the Suez Canal or our own Panama Canal, the Belgians in 1863 bought free right-of-way through the Scheldt for 36,000,000 francs. From that time Antwerp forged ahead until just before the World War it was the greatest port of continental Europe except only Hamburg. Since the Armistice it has probably reached first place on the continent, while surpassed in the world only by New York, London and Liverpool.

Bulletin No. 3, April 11, 1927.

For further reference see "Through the Back Doors of Belgium," by Melville Chater, National Geographic Magazine, pp. 499–540, May, 1925, and "Rediscovering the Rhine," by Melville Chater, National Geographic Magazine, pp. 1–43, July, 1925.



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FREIGHT BARGES AND STEAMERS ON THE RHINE

Tourists voyaging to see "the castles on the Rhine" account for but a small percentage of the traffic on this river. Industries in the Ruhr districts require many barges and steamers for transportation of raw materials and products. Rotterdam, at the mouth of the Rhine, is the natural seaport for the Rhine Valley. Belgium has requested of Holland permission to build a deep-water canal connecting Antwerp directly with the Rhine. Such a canal might greatly affect the present trend of trade.

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Wellington Again Plays Hostess for New Zealand

WELLINGTON, capital of New Zealand, which entertained part of the American fleet during its voyage to the Antipodes, has bid good-bye to some other honored guests.

Maoris and English New Zealanders joined in the farewell to the Duke and Duchess of York, who have been touring British possessions in a British warship. Wellington is delightfully situated and modernly adapted for the entertainment of visitors, royal or otherwise.

"As hilly as San Francisco or Rio de Janeiro," "as land-locked as Seattle," "as windy as Chicago"—these phrases, used by travelers in describing Wellington, help Americans to construct a picture of the capital city of New Zealand.

Natural Center of New Zealand Land Area

Wellington has the best situation geographically of all New Zealand cities, because its harbor opens on Cook Strait, the natural water roadway that splits New Zealand's land area into two equal parts. Located on the southern tip of North Island, the city is almost exactly at the geographical center of the Dominion, and in a position from which steamers can reach the ports of both islands by the shortest voyages. Because of this strategic central situation Wellington took from Auckland in 1864 the capital of the Dominion.

Although Wellington undoubtedly has the best location with regard to New Zealand, it has not yet overcome Auckland's advantageous position for the South Sea trade and the fact that both the big New Zealand ports can be reached with about equal ease from Sydney. Wellington's population is short of 120,000, but it is growing with great rapidity and may yet overtake that of its larger sister city to the north.

As is the case with Sydney, Auckland, Hobart and Melbourne, Wellington owes much of its prosperity to its excellent harbor. Ships enter through a relatively narrow bottle-neck to emerge into a great, broad lakelike body of water opening out beyond. A rim of high, steep hills hems the harbor in. At places hills rise a little distance back from the shore, at others they meet the water in bold promontories, their faces carved for roadways or pierced by tunnels. In nearly every little bay, as one passes into the harbor, are found suburban communities reached by ferries.

Wellington Conquers Its Hills

The city of Wellington lies on the southwestern side of the harbor. Only a narrow strip along the coast is level, and a considerable part of this has been reclaimed by filling in a part of the harbor. On this level plot near the water are the business section of the city and the government buildings.

Wellington obviously has been cramped by its hills; but just as obviously it has struck out to conquer them. Few cities have had to go in so strongly for engineering enterprises in order to expand. The hills rise steeply to heights of 700 feet and more. For years the city builders of Wellington have been carving and terracing their slopes, filling in gullies, tearing away ridges and building innumerable retaining walls and bridges, and the work still goes on. Streets outside the level plot wind snakily along slopes, working ever higher and higher.

UMI

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ROME'S "SEA-GOING" HACKS DRAWN UP IN THE CONCOURSE OF ST. PETER'S

It is here that crowds gather to watch for smoke issuing from the chimney of the Sistine Chapel. In choosing the Pope, the cardinals, who are the electors, are locked in the Sistine Chapel, which stands between St. Peter's and the Vatican. None of them may leave and no person may enter. If a cardinal is obliged by illness or accident to leave the conclave, he may not return. After the ballots are cast and counted, they are burned, if no choice has been reached. The smoke issuing from the chimney above (to the left of the obelisk) is evidence that the ballot just taken has failed to elect. It is said that two years of balloting were required to elect Gregory X, who was absent in the Holy Land as a crusader at the time of his elevation, 1270 (see Bulletin No. 4).

As in Rio de Janeiro one man's house looks down upon the roof of his neighbor's below, and in turn is looked down upon by his neighbor's above. On some of the hills houses have been built all the way to the crest, and each year sees on other hills a new level of the "high house mark." Special cable and electric tram lines run up several of the hills.

The status of Wellington as capital of New Zealand has brought a considerable group of public buildings to the city. At first these buildings were of wood due to an earthquake scare near the middle of the nineteenth century. The old Government Building is one of the largest wooden structures ever built. In recent years brick, stone and concrete have been used to a greater extent in erecting large structures. The new building which houses Parliament and the Town Hall are monumental buildings of marble.

Where City and State Go in for Business

The capital of a country devoted largely to state ownership must have structures to house activities whose names sound strange to those familiar with ordinary capitals. In Wellington, in addition to the department structures usually associated with the conduct of a central government, are the buildings of the Government Life Insurance service, the Railway Department, the Government Trust (which administers wills), and other unfamiliar state activities.

The city of Wellington also is deeply in business for its citizens. It owns its water works, electric power and light plant, ice factory, street railway lines, cemeteries, public baths, slaughter houses, and has a municipal monopoly for the distribution of milk.

Bulletin No. 5, April 11, 1927.

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MAORI WARRIORS REHEARSING A HAKA, OR WAR DANCE

Maori warriors recently bade good-bye, at Wellington, New Zealand, to the Duke and Duchess of York. Their message read, "Farewell to you the snow-white crane, which flies but once in a lifetime, and to you, inestimable highborn lady, good luck." The tribesmen do not often don their traditional native costume since they share with the British the progress which has come to New Zealand.